

Jessie, James C.

PRIVATE - CONFIDENTIAL

LALLY, HEALY, HUBENETTE & ASSOCIATES

Marine Surveyors

PIER 15
THE EMBARCADERO
SAN FRANCISCO, CA 94111
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A55J47
1978

VISUAL INSPECTION AND APPRAISAL FOR UNDERWRITING PURPOSES ONLY

NAME OF VESSEL	"ALMA"		OFFICIAL NUMBER	106-837
OWNERS	State of California			
ADDRESS	Hyde Street Pier			
HOME PORT	San Francisco, CA		WATERS NAVIGATED	San Francisco Bay and its Tributaries
YEAR BUILT	1891	BUILT BY	Fred Siemer	
		WHERE BUILT	Hunters Point, Seimer's Ship Yard	
TYPE	Scow Schooner-	SERVICE	Historic	MAX. SPEED
	Hay Barge		Vessel	Sail (7 knots under power)
HULL LENGTH	80' Overall,	BEAM	22'6"	DRAFT
	58' on deck			7' (w/centerboard down) 3' (w/centerboard up)
MATERIAL	Wood	GENERAL CONSTRUCTION	Heavy	
APPARENT CONDITION	Satisfactory		ESCAPE HATCH	Forward (cargo)

NUMBER OF ENGINES	1	TYPE	Diesel	MAKE	Gray GM671 H.P. EACH	165 HP
					64 HN9	
YEAR BUILT	Unknown	YEAR INSTALLED	1972	RED. OR V DRIVE	2.5:1 Reduction	
FLAME ARRESTER ON CARB?	Oil	ARE EXHAUSTS CLEAR?	Yes-wet to side with muffler			
HOW IS ENGINE ROOM VENTILATED?	Natural ventilation and blower					
APPARENT CONDITION	Satisfactory					

NO. OF FUEL TANKS	1	CAPACITY	300 Gals.	MATERIAL	Welded steel	HOW FILLED	Deck fitting
HOW VENTED	to atmosphere at side			FUEL LINES	Copper tubing		
SHUT OFF VALVES AT	Tank and engine			APPARENT CONDITION	Satisfactory		

TAIL SHAFT MATERIAL	Bronze	APPARENT CONDITION	OK to log	SIZE	2 1/4"
PROPELLER	Not seen	DOES PROPELLER EXTEND BELOW KEEL?	No		

LIGHTING SYSTEM	Electrical	POWER SOURCE	Batteries
NO. OF BATTERIES	2	VOLTS	12 V large
		COVERS	Needed
TYPE OF WIRING	Heavy to fused panels and battery disconnect		
APPARENT CONDITION	Satisfactory		

ANCHOR NO.	3	TYPE AND WEIGHTS	Northill (spare) 50# and two
CHAIN SIZE	5/8"	AMOUNT	600' stbd, 600' port
		ROPE SIZE	4" nylon
COMPOUNDS	Ashore	MAKE	Not seen
DECK MACHINERY	Hand operated anchor windlass		
MAST, SPARS, ETC.	Wood masts, boom, gaffs-all varnished		
SMALL BOAT	Plastic dinghy-8' sport	HOW CARRIED	In hold
	yak II		
NUMBER LIFE JACKETS	50	KIND	Type I Vest
	(not aboard except when in use)	CONDITION	New
STOVES	None	FUEL	USE
		PROPERLY INSTALLED?	-----
HILGE PUMP (KIND AND SIZE)	1 manual, hand-1 1/2" and 1 automatic 1 1/2" electric		

FIRE FIGHTING EQUIPMENT:

NO.	SIZE	TYPE	LOCATION	DATE SERVICED
1	20#	DC	Engine room	1976
2	10#	DC	House	1975
1	10#	DC	Hatch area	1976

SEA CONNECTIONS:

USE	MATERIAL	VALVES	HULL FITTING	APPARENT CONDITION
Sea cool	Hose	Gate	Bronze	Operative

SPECIAL EQUIPMENT:

XXXXX 1st Aid Kit	RADIOPHONE	Portable VHF ashore in storage	DEPTH SOUNDER	none
XXXXXX Gaff topsail and fisherman	XXXXXX		AUTO PILOT	none
OTHER 2 self contained heads (in storage)	XXXXXXXXXXXXX	Main, fore sail and 2 jibs	BATTERY CHARGER	Portable

RECOMMENDATIONS and REMARKS:

1. Remove old unused batteries or secure against any possible movement and also with non-conductive covers.
2. Make fuel vent fitting backfire proof.
3. Re-affix blower hose to deck cowl vent.
4. Fire shield (2 each) neoprene fuel hoses at engine.

The captioned vessel is an historic hay barge which has been completely rebuilt and reconditioned during the years 1966 through 1969. Reportedly all the rigging was installed new at that time also. The rig is gaff headed with all varnished spars and galvanized cable rigging to dead eye terminations into apparently sound chain plates. From deck inspection the rig appears sound. Construction is heavy fir planking over 8" x 8" frames on 2 foot centers with all ferrous drift fastenings or carriage bolts. Steering is by rope tackle to a steering wheel drum to an outboard rudder which appears well hung. An engine was installed in the early 1970's and is mounted on the port side of center and controlled by an engineer in the after cabin space. It appears that all deck beams and laid fir decks were placed at the same time as other rebuilding.

The vessel shows a great deal of age in various areas below, particularly in the forward clamp area where deterioration was found around old drifts at the frame heads over of. This area, in way of the main mast, shows deterioration on both sides and at this point it was observed to a larger extent as every drift has decay at the frameheads along the entire clamp but, due to the vessel's limited use, these should be of no structural problem. Minor decay was found on both starboard corners of the cargo hatch, under the lower bulwark timber at the butts in way of the starboard backstay chain plate area, at the upper outboard end of the transom bulwarks at the starboard corner, under the eye bolt on deck aft of the port backstay chain plate and all along the lower bulwark timbers at the butt in the same area.

continued on attached sheet

1111 EXCEPTION OF DEFECTS NOTED ABOVE DO YOU RECOMMEND THE PHYSICAL HAZARD? Yes

OSI PRESENT OWNER Not known DATE ----- REPLACEMENT VALUE Irreplaceable MARKET VALUE \$90,000.00
DATE 19 April 1978 AFLOAT XXX DRYDOCK

INSPECTED AT Hyde Street Pier, San Francisco BY James C. Jessie

Y REQUEST OF Harry Dring c/o California Historical Ships, Hyde Street Pier, San Francisco, CA 94109

HIS INSPECTION IS MADE UPON THE FACTS PRESENTED AND DISCOVERED BASED UPON MY OPINION WITHOUT WARRANTY OTHER SPECIFIED OR IMPLIED.

MARINE SURVEYOR

"ALMA" - cont.

The entire after house is decayed, both in the panelling, beams, frames and lower structural members. Slight decay was observed in the topside planking at the lowest portion of the topsides on the port side near the end of the bow rake. This area appeared damp and it is not sure whether leaking or bilge water caused this problem.

A great deal of the vessel's gear is removed during the winter as the vessel is normally used only a few times a year for historic and yachting celebrations. The vessel is moored securely alongside the historic ship "C.A. THAYER" with good fenders, spring lines and cleats. Her mooring area is fully attended at all times by state employees behind locked gates.

Submitted without prejudice.

BY:

James C. Jessie
James C. Jessie, Marine Surveyor